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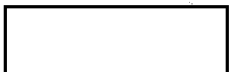
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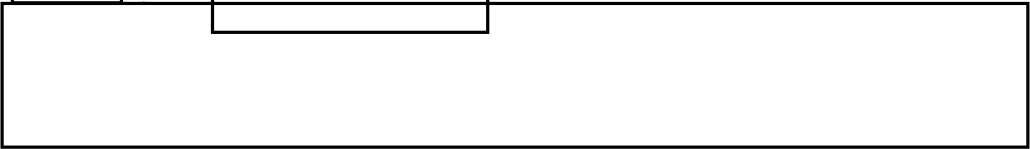
Confidential

50787

SECRET 260753Z JAN 68 CITE



INFO



SUBJ: INS PERFORMANCE FOR 26 JAN 68:

VEHICLE 131, FLIGHT 161-133, RSS ERROR/SPEC 0.3 - RETURNED
WITH A FINAL RSS ERROR OF 3.3 NM FOR 4:34 OF NAV TIME. THE SPEC
LIMIT IS 10.6 NM. THE AUTO NAV AND THE AUTO DEST SELECT FUNCTIONS
WERE GOOD. THE INS WAS SATISFACTORY.

SECRET

USAF review(s) completed.

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Approved For Release 2003/11/21 : CIA-RDP69B00041R001600020003-7

Next 2 Page(s) In Document Exempt

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50768

T O P S E C R E T 260614Z JAN 68 CITE [REDACTED]

25X1

IMMEDIATE [REDACTED]

A. EX6847

B. MISSION POST LANDING REPORT

C. WX OVER LAND WAS CLEAR ON ALL THREE PASSES. SNOW ON THE GROUND BUT MORE BROWN THAN WHITE. OPERATED CAMERA IN POS NER 3 INS SLUGGISH AT FIRST. THEN VERY GOOD.

D. (1) 0.3

(2) 3.5 NM

(3) 4:34 HRS

(4) 10.6 NM

(5) AIRPLANE GOOD EXCEPT AS NOTE

E. RT INLET HAD SEVERE UNSTART LATE IN THIRD PASS AT 82M FT 3.18NM

F. [REDACTED]

G. 1. A REAL GOOD PHOTO MISSION.

3. UPPER AIR WARM SO FLIGHT PLAN TIME AND ALTITUDES WERE OFF.

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T O P S E C R E T 260825Z JAN 68 CITE [REDACTED]

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PRIORITY [REDACTED]
[REDACTED]

BX6847

GENERAL BACALIS FROM [REDACTED]

1. LOOKS LIKE OUR FIRST MISSION OVER N. KOREA WAS A REAL GOOD ONE. WEATHER OVERLAND ON ALL THREE PASSES WAS COMPLETELY CLEAR WITH JUST A LIGHT, VERY THIN HAZE LAYER ON THE NORTHEAST SIDE. THERE WAS SOME SNOW AND ICE ON THE GROUND BUT OVERALL LOOKED MORE BROWNISH THAN WHITE. HE RAN IN POSITION 3 OVER LAND AND THE PERKIN ELMER CHIEF SAID THIS SHOULD HAVE BEEN EXCELLENT. 3800 FT OF FILM WAS USED OF WHICH 3500 FT IS USEABLE. OF THIS, ABOUT 3 MINUTES WAS TAKEN OVER SOUTH KOREA ENROUTE TO POSITION 14.

2. GENERATION FOR THIS "NEW" MISSION WENT EXTREMELY WELL. MAJOR BAYLY FROM 5TH AIR FORCE WAS VISITING WITH US AND I MUST SAY THEY HAD DONE THEIR PREPARATORY WORK WELL. BAYLY ALSO GAVE US SOME ADVICE WHICH HELPED. [REDACTED] DID ASK THAT THE DEEP WORK REFUELING TRACK BE MOVED 15 MILES FARTHER NORTH AND THIS WILL BE COVERED BY SEPARATE MESSAGE.

3. THE LATE CHANGE IN CAMERA SETTINGS WAS NO PROBLEM. WE HAD

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PAGE 2 T O P S E C R E T

PRACTICED AND PLANNED FOR THIS IN OUR ORI BACK AT

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5. THE AIRCRAFT RAN LIKE A CHARM UNTIL HE WAS COMING ABEAM OF HANGNAM AND THEN THE RIGHT INLET POPPED. HE WAS AT 82 M AND 3.18 MN IN STRAIGHT AND LEVEL FLIGHT. COULDN'T RECOVER THE INLET UNTIL 71 OR 72 M AND HE HAD ALREADY STARTED A RIGHT TURN SO HE HEADED SOUTHWEST AND PUNCHED IN POSITION 14. OPERATED THE INLET MANUALLY AND I BELIEVE WE HAVE A BAD SPIKE ACTUATOR.

6. HE ENTERED AND EXITED DENIED TERRITORY AT 80 M OR ABOVE EACH TIME EXCEPT THE LAST TIME OVER HANGNAM WHERE HE LEFT AT 71 M.

7. THIS ROUTE WAS A TOUGH ONE TO FLY WITH CLIMB AND CRUISE TEMPERATURES BEING MUCH GREATER THAN NORMAL. IN ORDER TO MAKE HIS ALTITUDE AND SPEEDS ON THE FIRST TWO PASSES HE HAD TO UPTRIM THE ENGINES TO 820 DEGREES C FOR A TOTAL OF TWENTY MINUTES. THIS CALLS FOR A DETAILED HOT SECTION INSPECTION IN THE SHOPS. WILL LET P&W DECIDE THIS ASPECT. WILL SEND YOUR FLIGHT PLANNERS A DETAILED ANALYSIS OF THIS MISSION PROFILE TOMORROW AFTER I LOOK AT THE TAPES,

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PAGE 3 [] T O P S E C R E T

[] HAD TO USE SOME SKILL AND CUNNING TO MAKE THE
MISSION GOOD AND THIS HE DID.

8. HE LEFT THE FIRST AR WITH 67,500 LBS FUEL AND ARRIVED AT
SECOND AR WITH UNDER 8700 LBS. LEFT SECOND AR WITH 67,800 LBS AND
LANDED HERE WITH 13,000 LBS. OUR ANALYSIS WILL SHOW THE MANY
VARIATIONS THAT TOOK PLACE. WE HAD EXPECTED THIS AFTER WEATHER
BRIEFING THIS MORNING.

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10. IT WAS A REAL PLEAS^URE TO RUN THIS MISSION. KNOW [] WOULD
HAVE LIKED THIS ONE. HE DESERVES THE KUDOS FOR THE BACKGROUND
WORK THAT WENT INTO IT. ALSO THANKS TO YOUR [] SUPPORTERS. CHEERS.
T O P S E C R E T

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50784
T O P S E C R E T 260737Z JAN 68 CITE [REDACTED]

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IMMEDIATE [REDACTED] INFO IMMEDIATE [REDACTED]

[REDACTED]
(EYES ONLY COMMANDER)

A. BX6847

B. MISSION REPORT

C. NONE

D. AT APPROX 185NM DTG TO POS 12, ACFT MADE RT TURN AS RESULT
OF RIGHT ENGINE MALFUNCTION. TURNED TO APPROX 38-00N, 129-30E,
THEN TO POS 14 AND 15.

E. PKG TURNED OFF APPROX ONE MIN AFTER STARTING TURN DESCRIBED
IN PARA D. AND TURNED BACK ON FOR OVERFLIGHT OF SOUTH KOREA
RESULTING FROM ROUTE DEVIATION DESCRIBED.

F. PB01 TO PB02/-010 -2

PB02/-010 TO PD01/-065 -1

PD01/-065 TO PD02 -5

PD02 TO PF01 -1

QB01 TO QB02 -2

QB02 TO COAST OUT -1.

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50784

PAGE 2 T O P S E C R E T

UNSCHEDULED PORTION -1

G. 15,000 LBS START ENROUTE DESCENT

H. 3800 FT PKG I FILM WAS TRANSPORTED

T O P S E C R E T

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SECRET 310354Z JAN 68 CITE [redacted]

PRIORITY [redacted] INFO PRIORITY [redacted]

SUBJECT: ANALYSIS OF BX6847

REF A [redacted]

25X1 B [redacted]

TEMPERATURES REFERRED TO IN REF A, WERE DEVIATIONS FROM STANDARD. COLDEST TEMPERATURE DURING CLIMB FROM BOTH ARS WAS ESTIMATED TO BE MINUS 69 DEGREES C AT FL530 OR APPROX MINUS 12 FROM STANDARD. COLDEST AVERAGE TEMPERATURE OBSERVED AT KADENA IS ABOUT MINUS 32 DEGREES C OR MINUS 26 DEGREES FROM STANDARD. SOURCE FOR THIS DATA WAS UPPER AIR SOUNDING [redacted]

SECRET

OKC 2

D/O

D/M 3

R/D 2

RB

D/SA

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PB02/-010 TO PD01/-065 -1

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QB02 TO COAST OUT -1

3605

~~4016-10~~

3814-10

4016-65

3742

3704 12313

3855 12405

3814-10

~~3742-10~~

4016-65

3742

3714

3855 12405

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T O P S E C R E T

3605	3814-10
4016-65	3742-10
3814-10	4016-65
4016-65	3742
13123	13051
3742	3714
12059	12420
3704 12312	3855 12-05
3855 12405	

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T O P S E C R E T 260614Z JAN 68 CITE [REDACTED]

IMMEDIATE [REDACTED]

This Copy To [REDACTED]
[REDACTED]

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26 JAN 68 06 35 AM

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T O P S E C R E T